

A most painful scene ensued. A crowd of people surrounded Kanizil and struck him and whirled with him, one man going so far as to thrust a handkerchief into Kanizil's mouth in order to gag him. Finally the congregation rescued the crucifix, and the police entered the church and arrested Kanizil.

CORRESPONDENCE.
THE HONGKONG HOTEL.
To the Editor of the "CHINA MAIL."
May 11, 1898
SIR,—Although absolutely uninterested in the Hongkong Hotel, love of fair-play prompts me to write a few words in reply to the inaccurate statements made by your

Immediately upon discovery of Sunday's outbreak of fire those visitors sleeping in the old building near the outbreak were called. I was one of them. Two actions on the part of the Hotel staff merit special commendation. One was their judicious refraining from calling any of the

The second was the prompt and effective manner in which they themselves tackled and extinguished the fire. This was done entirely with the Hotel's own extinguishers, and they throw screams that would have been creditable to a powerful manual fire-engine. The business-like way in which the Hotel gear extinguished the most dangerous form of all fire outbreaks—i.e., in the roof—is creditable to the Hotel, showing that their

Your correspondent is guilty of other inaccuracies. There are several watchmen on duty all night, but possibly 'Transient' expects a gentleman in dress clothes to receive him at the foot of each staircase to direct him to his room.

As to the elevator—does your, fortunately 'transient,' communicant expect an army of chain-coolies to convey visitors upstairs? From his final paragraph—"the Hotel and its lift are the worst stopping-places, &c., &c."—'Transient' has obviously been content to put up in the lifts of these hotels he visits. Probably the Hongkong 'hotel lift is too busily occupied for this accommodation to be extended into the corridors, the stairs, the saloons and the dining hall."

Here, 'Transient' in the course of his ex-

The German steamship *Peiyang* (Capt. Kähler), belonging to the China Coast Navigation Company, Hamburg (Hanseatic Steamship Co., Germany), had an exciting experience on her last voyage from Hongkong to Shanghai, which she reached on May 4. She left Hongkong on the 25th ultimo, at 8.20 in the afternoon with a full cargo of general merchandise and sailed in a blizzard, with the ship on board 23 cases of cartridges for the Shanghai Municipal Council, and

Chinese Customs. The cargoes and dynamite were stored in the after hold and in her forehold she had a large quantity of opium and a large quantity of alcohol, a quantity of wine, and her two lower holds were filled with a great mass of miscellaneous cargo, including a great many packages of contraband cheap European matches, having, in the brought on the cargoes from Europe of two of the Kingpin Liners, and of the Austrian Lloyd's and Italian Navigation Company's vessels, the cargo was so packed that the vessel underwent a considerable amount of pitching about in the first part of her voyage, until at 4.40 p.m. on the next day, (the 20th), just after passing the Nansha it was discovered that the cargo in the main tween-decks was on fire. Captain Kehler immediately ordered the vessel to be stopped, and the vessel was anchored at 5.30 p.m. in three and a-half fathoms of water. By this time the fire had obtained a strong hold, and the vessel's iron decks, part of which were over the location of the outbreak, were burning on the starboard side well forward. The fire which broke out on the starboard side of the vessel, broke through the bridge beam and the main deck, and the fire spread to the bulkhead, whilst the tank deck was also charred. After considerable difficulty two lines of hose were got to bear on the fire through holes cut in the iron deck, and while buckets of water were piled vigorously through the small space that was opened in the hatchway, but otherwise the fire was not checked, and the cargo of the ship being so full of contraband, provided with heavy iron decks beneath the tankward, made the work of the fire company more difficult, while the reflection

flammable and explosive cargo was on board did not add anything to their discomfort. It was seen at once that the fire was serious and Captain Köhler decided to jettison the dynamite, which was done. The cartridges were not touched. There was only one German

but seeing the admirable discipline and the ready resources for extinguishing the fire, there was no great excitement; and all the officers and men worked with

ultimate triumph over the most awful
horror of the sea. But it was not until
noon on the 30th that the fire was com-
pletely extinguished, after a great deal of
water had been poured into the tween-
decks and lower hold. The charred and
smouldering parts of the cargo were
cleared away in the afternoon and the

on the morning of the 1st inst., reaching Woonung on Tuesday afternoon. A examination of the ship to-day shows how extensive the fire was, and it speaks volumes for the energy and courage of officers and men, that they successfully combatted this terrible danger, and brought their ship safely to port. Captain Parker, the Bureau Veritas Surveyor

deck, which is composed of soft iron overlaid with teak, is buckled several places, and the teak covering destroyed while a few plates will have

FATHER Muldoon.—Phwat is it O'm heidin' Clancy, about yee havin' broken Maw's head last night, and the two of y' bosom friends for years P. Clancy.—'O'w compelled to do it, yure givance; but a O'w consideration for that same friend O' broke it stickin'.

NOTICES TO CONSIGNEES.

STEAMSHIP YARRA.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, or S.S. *Yarra*, will be despatched for the above Port on THURSDAY, the 12th inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second class Passengers.

For Freight or Passage, apply to **SIEMSEN & Co.** Agents, Hongkong, May 9, 1898. 932

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the Austrian Government.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, VENICE, TRIESTE & GENOA.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC and SOUTH AFRICAN PORTS.)

The Co.'s Steamship *Trieste*, Capt. A. Mitter, will be despatched as above on FRIDAY, the 13th inst., in the afternoon.

Silk and Valuables are transhipped at Bombay into an accelerated Lifer.

For information as to Passage and Freight, apply to **SANDER, WIELER & Co., Agents.** Hongkong, May 9, 1898. 919

NIPPON YUSEN KAISHA.

FROM MIDDLESBROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's S. S. *Halata Maru*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the TUG HONGKONG and KOWLOON WHARF and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 10th inst., will be subject to rent.

No Fire Insurance has been effected.

All Ship-damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

NIPPON YUSEN KAISHA. Hongkong, May 9, 1898. 920

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1895, £12,433,131.

Authorized Capital, £20,000,000.00

Subscribed Capital, £2,750,000.00

Paid-up Capital, £2,750,000.00

Fire Fund, £2,001,016.2.9

HARRY WICKING & Co., Agents.

Hongkong, July 25, 1896. 1547

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS, £2,000,000.

TOTAL ANNUAL INCOME, £850,000.

THE Underigned, having been appointed Agents of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

Hongkong, July 25, 1896. 1142

Intimations.

NOW ON SALE.

INDEX TO THE CHINA REVIEW

from VOLUME I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, Crawford & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

GRIMAUD'S SYRUP OF HYPO-PROSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUD'S SYRUP OF HYPO-PROSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAUD & Co., Paris, Sole Importers.

For Sale by A. R. WATSON & Co., Hongkong.

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship *Laurelmoon*, Captain F. Boruz, will be despatched for the above Port on THURSDAY, the 12th inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second class Passengers.

For Freight or Passage, apply to **SIEMSEN & Co.** Agents, Hongkong, May 9, 1898. 932

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the Austrian Government.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, VENICE, TRIESTE & GENOA.

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EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

The Co.'s Steamship *Siam*, Captain C. Cold, will be despatched as above on about the 10th inst., and will be despatched as above on about the 14th inst.For Freight or Passage, apply to **ARNHOLD, KARBERG & Co., Agents.** Hongkong, April 26, 1898. 811

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Chungking*, Captain INNES, will be despatched on WEDNESDAY, the 18th inst., at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is on board, and the Vessel is fitted throughout with Electric Light.

S. S. Return Tickets issued by this Company to and from AUSTRALIA are available for Return by Steamers of the Eastern and Australian S. S. Co., and vice versa.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.** Hongkong, May 9, 1898. 931

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

The Co.'s Steamship *Kailan*, Captain BRANER, will be despatched as above on WEDNESDAY, the 18th inst., at 3 p.m.For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.** Hongkong, May 10, 1898. 929

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Queen Margaret*, will be despatched as above on about the 20th inst.To be followed by—S. S. *Craigearn*, on or about 15th June.S. S. *Craigearn*, on or about 30th June.For Freight or Passage, apply to **SHEWAN, TOMES & Co., Agents.** Hongkong, April 21, 1898. 826

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Ensignia*, will be despatched for the above Port on or about 25th inst.S. S. *Arctia*, to sail about 20th June.S. S. *Arctia*, to sail about 15th July.S. S. *Arctia*, to sail about 1st July.For Freight or Passage, apply to **DODWELL, CARILL & Co., Agents.** Hongkong, May 4, 1898. 885

Sailing Vessels.

FOR NEW YORK.

The American Ship *St. Louis*, Captain LYONS, shortly expected from HONGKONG, will load here for the above Port, and will have quick despatch.For Freight, apply to **SIEMSEN & Co.** Agents, Hongkong, April 12, 1898. 798

FOR SAN FRANCISCO.

100 A.T. British Ship *Imberhorn*, Captain LEVINS, Master, shortly expected from HONGKONG, will load here for the above Port, and will have quick despatch.For Freight, apply to **SHEWAN, TOMES & Co.** Agents, Hongkong, March 19, 1898. 884

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Antwerp*, Captain JACKSON, will be despatched as above on SATURDAY, the 14th inst., at 3 p.m.For Freight, apply to **BUTTERFIELD & SWIRE, Agents.** Hongkong, May 9, 1898. 873

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Thetis*, Captain L. MUSEN, will be despatched for the above Port on or about the 17th inst.For Freight, apply to **SIEMSEN & Co.** Agents, Hongkong, May 5, 1898. 917

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship *Nanchang*, Captain FINLAYSON, will be despatched as above on WEDNESDAY, the 18th inst., at 3 p.m.For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.** Hongkong, May 10, 1898. 935

Intimations.

NEW VICTORIA HOTEL.

ROTISSERIE.

At the corner of the Court.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, September 5, 1896. 1788

WINDSOB HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM, Proprietor and Manager.

Hongkong, September 27, 1897. 1627

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be Worth a Guinea a Box.

FOR BILIOUS and NERVOUS DISORDERS.

Stick Headache, Loss of Appetite, Sourness and Bloating on the Stomach, Disturbed Sleep, &c.

For females of all ages they are invaluable.

The 1444 boxes contain 50 Pills.

Price, 50 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England.

Sole Agents for Hongkong and China: WATSON & Co., 66, Queen's Road.

THE CHINESE MAIL

報日字華

(Wah Tai Yat Po)

THIS paper is now issued every day.

The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction.

The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Fuzhou, Saigon, and other places frequented by the Chinese, consider themselves justified in advertising the advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The fold open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limited. It is on the one hand a Chinese journal, and on the other a Chinese paper, and it contains all the news and advertisements that can be given to it by foreigners.

Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. HURRAY BAIN, Chinese Mail Press.

Hongkong, April 27, 1898. 913

Mails.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Phonograph Sailings from Hongkong.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) City of Rio de Janeiro (via S'ao Paulo, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

THURSDAY, May 19, at noon.

TUESDAY, June 7, at noon.

SATURDAY, July 15, at noon.

THE U.S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th inst., at Noon, carrying Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States and Europe.

Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the OCEANIC PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland—Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 2 p.m. the same day. All Parcel Packages should be marked in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, May 7, 1898. 897

Occidental & Oriental Steamship Company.

PAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Phonograph Sailings from Hongkong.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Saturday, May 22, at daylight.

Thursday, June 16, at noon.

Tuesday, July 5, at noon.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

S. S. Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Phonograph Sailings from Hongkong.

Frisen (Wednesday) May 25.

Nagasaki (Wednesday) June 22.

Bayer (Wednesday) July 20.

Prins Heinrich (Wednesday) August 17.

Darmstadt (Wednesday) September 14.

Potsdam (Wednesday) October 12.

Sachsen (Wednesday) November 9.

Bayern (Wednesday) December 7.

Prins Heinrich (Wednesday) January 4, 1899.

ON WEDNESDAY, the 25th day of May, 1898, at 9 a.m., the Company's S. S. *PERU*, Captain R. HENRY, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at Nagasaki and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd inst., and Parcel Packages will be received on board until 2 p.m., on TUESDAY, the 24th inst., and Parcel Packages will be received at the Agency's Office until Noon, on TUESDAY, the 24th inst.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, April 27, 1898. 913

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF JAPAN, Comdr. Geo. A. LEE, R.N.R., WEDNESDAY, 18th May/98.

EMPEROR OF CHINA, Comdr. H. PUGH, R.N.R., WEDNESDAY, 24th June/98.

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 2nd June/98.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CEANOR. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAN STEAMSHIPS, (second to none in the World); the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PRINCE STREET, 864

Hongkong, April 27, 1898.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

